

From: [Timothy Annis](#) [REDACTED]
To: [Read Leah](#)
Subject: FW: N753GK Accident - SPG 9-1-17
Date: Wednesday, October 4, 2017 6:40:29 AM

FYI

From: Gerald Kerr [mailto:[REDACTED]]
Sent: Wednesday, September 27, 2017 5:51 PM
To: Annis, Timothy (FAA) [REDACTED]
Subject: RE: N753GK Accident - SPG 9-1-17

Timothy [Annis](#) [REDACTED]

Thank you for your courtesy! I apologize for being unable to print your attached PDF. I lost my old laptop in the accident, and, even though the HP printing program has printed a test page, I have been unable to print anything else on my new Windows 10 machine.

N753GK accident 9-1-17 at KSPG

Attend Safety Seminars – Yes

I attend AOPA's Safety Seminars in Melbourne, as well as the local Wings safety seminars at Vero Beach, which are conducted the third Thursday of the month (usually suspended in the summer).

Hours in make and model -

I started construction January 2002 at the Velocity factory in Sebastian, FL, and began my 25 hour flight testing in 2003 averaging 40 hours/year.

Hours in previous 90 days -

Earlier this year, with only 10 – 15 hours time, I lost a crankshaft oil seal that required a complete engine re-build to new specifications, entailing a new crankshaft, case, pistons and cylinders. Following this rebuild there was an engine break-in period of 15 flight hours.

Following the break-in flights, I practiced full stop landings at X26 Sebastian on 4 or 5 separate days. The practice sessions lasted 45 minutes to an hour days before my flight to KSPG.

Total Time -

Over the last 15 years total time is 525 to perhaps 600 hours.

Statement of Event -

On the approach to 18 there were 2 – 90' construction cranes, which I was advised in the DUATS briefing, as well as by the tower. I conducted a higher than normal approach, which resulted in a rapid descent after passing the cranes. The extra speed prevented a near thresh

hold touchdown, and touch down occurred mid-field. There was not sufficient runway remaining to come to a complete stop before reaching the sea wall. There were no injuries in the water landing.

Last Annual -

Being a home built, even though I finished the kit at the factory, I did all the work on the air frame. I conduct an annual inspection the beginning of every year to assure myself that the aircraft is airworthy, and through out the year correct any issues that arise.

Medical Certificate -

The last medical certificate that I have been able to find was dated 12/5/2011, signed by Dr. John Shewmaker, DO Examiner [REDACTED]. In the interim, I have at least one visit per year to Dr. Christopher Olenek, DO, phone [REDACTED], Vero Beach, FL

If there is more that you need, please let me know.

Sincerely,

Gerald Kerr

Sent from [Mail](#) for Windows 10

From: [Timothy.Annis](#) [REDACTED]
Sent: Thursday, September 21, 2017 8:19 AM
To: [REDACTED]
Subject: N753GK Accident - SPG 9-1-17

Mr. Kerr,

I was a pleasure speaking to you yesterday.

I have attached a portion of the form I must complete. I have highlighted items that I need your help in completing. Could you please compile the information and return it to me, electronic means is acceptable.

If you also could provide the following:

- A statement describing the events that occurred on September 01, 2017 at Albert Whitted Airport (SPG).

- A copy of your medical certificate.

- Total Time on the Aircraft.

- A copy of the last annual inspection maintenance record entry.

If you have any questions, please feel free to contact me.